

### 5.5.6 Adams Avenue at Hawley Blvd.

Existing curb heights are adequate on three of the four legs of this intersection, the exception being the north leg on Hawley Blvd., which has 3-5" curbs. However, further drainage improvements appear to be warranted here for the following reasons:

- All four segments are rated as "high" pedestrian demand
- Dry-weather ponding exists within the alley entrance on Hawley just north of Adams, which due to flat grades cannot be corrected by pavement grinding alone.
- Non-standard "corner-type" curb inlets exist on three of four corners (all but the southwest corner). Non-ADA-compliant curb ramps have been installed at each of these three corners.

Construction of new Type "B" curb inlets would permit installation of compliant curb ramps and safer crosswalks on all four legs of this heavily-used intersection. See **Figure 8, Adams Avenue Improvements**.

### 5.5.7 Myrtle Avenue

As shown on Fig. 2, the block of Myrtle Avenue between Grim Avenue and 31<sup>st</sup> Street receives runoff from two of large watersheds. The areas downstream of this point have been identified as having chronic drainage problems. This observation is reinforced by the runoff estimates shown in Table 5-3, which indicate that 31<sup>st</sup> Street has barely sufficient capacity for a one-year storm, and Grim Avenue has much too little capacity for even a one-year storm. A single underground culvert is proposed within the alleyway to capture and convey runoff from both of these streets to the existing downstream storm drain system, as shown on **Figure 9, Myrtle Avenue Drainage Improvement**. This improvement would provide benefits to several downstream blocks that are currently the subject of citizen complaints regarding drainage.

### 5.5.8 Ray St.

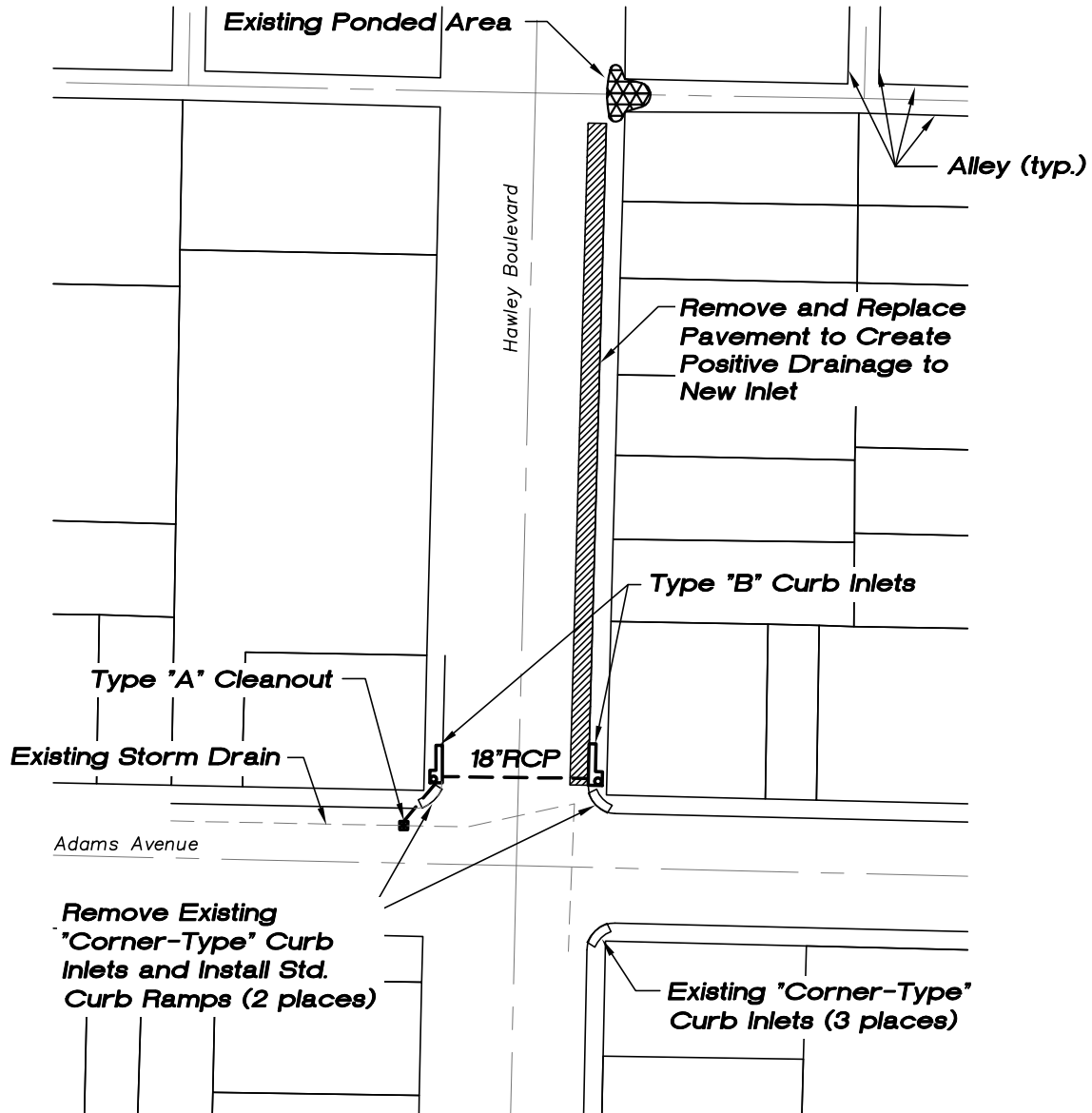
The northerly block of Ray Street, immediately south of University Avenue (segment NP77) has recently been extensively improved. The part of the block south of the alley entrances has mostly new streetscape and improved sidewalks. In addition, the streetscape along the adjacent portion of University Avenue has been extensively upgraded. However, the northern portion of the block remains in a substandard condition, with near-zero curb heights on the east side, and curb inlets that are not well positioned to capture the surface runoff. This area has recently become a significant venue for public events and experiences a high level of pedestrian traffic.

To close the gap in the upgraded streetscape here, and to provide for safe and proper sidewalk drainage, a small area of pavement replacement along with a new storm drain connection have been proposed. See **Figure 10, Ray Street Improvements**.

# District 3 Sidewalk Study-Phase III



Scale: 1"=100'



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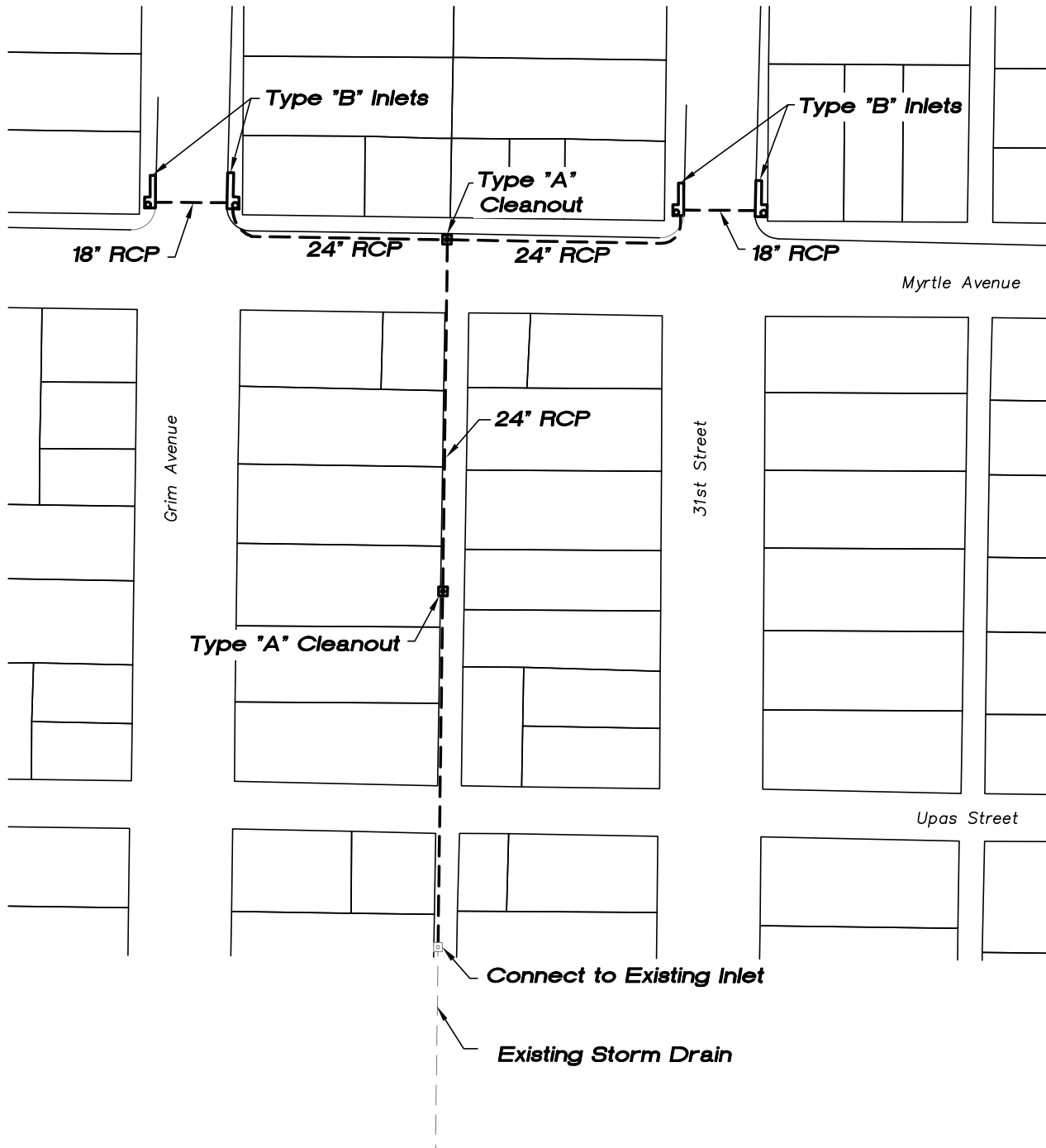
**Figure 8**

**Adams Avenue  
at Hawley Boulevard**

# District 3 Sidewalk Study-Phase III



Scale: 1"=100'



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**Figure 9**

**Myrtle Avenue  
Drainage Improvement**

# District 3 Sidewalk Study-Phase III



Scale: 1"=100'

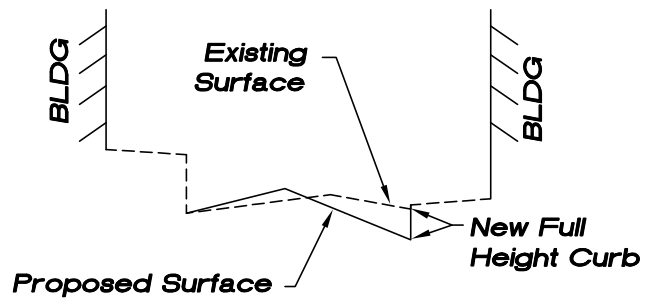
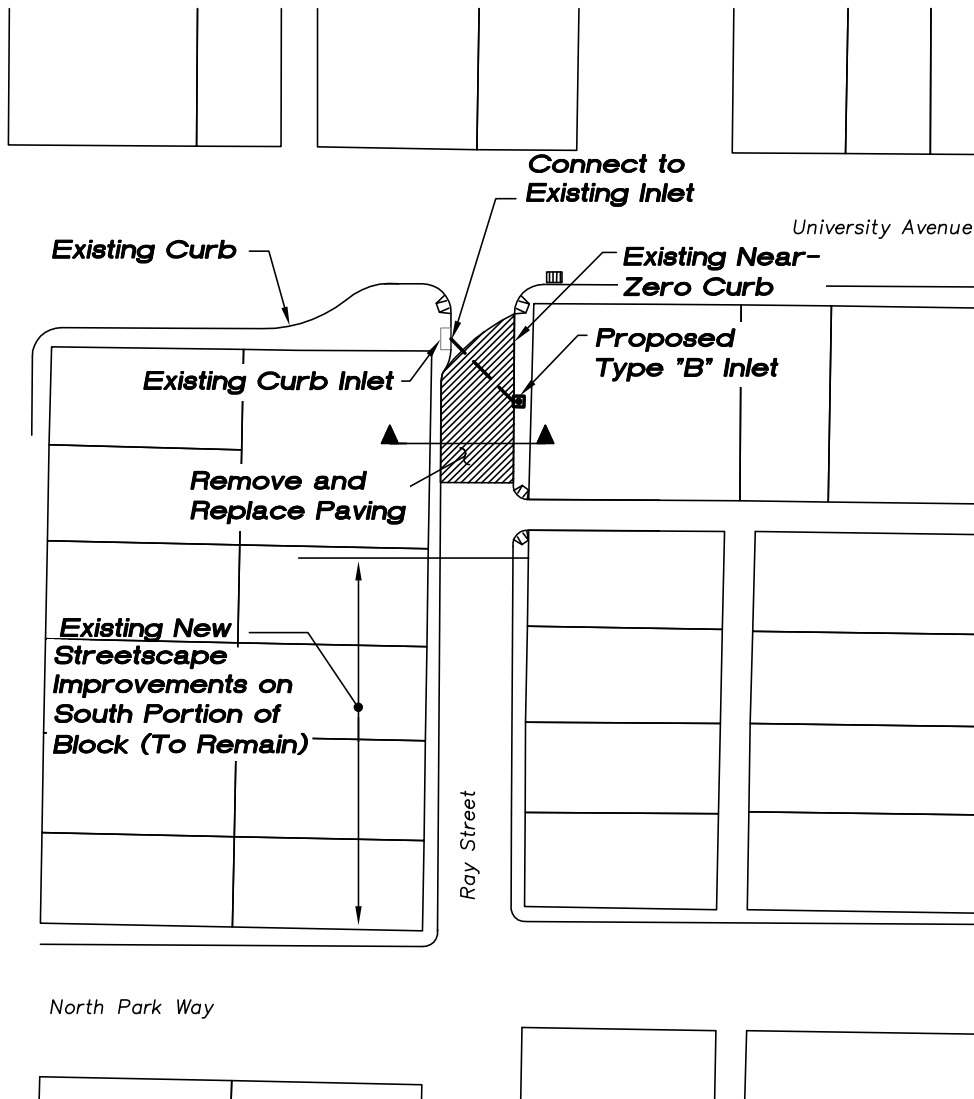


Figure 10

## Ray Street Drainage Improvements



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